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Steel Steamers, Cargo ships built on West Coast, Lakes and East Coast, for Pacific Coast lumber and general cargo trades. Basic list compiled by John Lyman, appeared in The Marine Digest, Seattle, Washington serially starting 1 January 1944, completed in 13 March 1944 issue. Additions from newspapers, registers, various sources.

from Harold
Hoycke

ABRON -- See Point Chico

ADA -- See Adm. Moser

ADELINE SMITH -- See W. R. Cham-
berlin, Jr.

ADMIRAL BENSON

ADMIRAL COLE -- See Surailco (SBC)

ADMIRAL CHASE -- See Sutramsco (SBC)

ADMIRAL DAY -- See Sutermeo (SBC)

ADMIRAL GOODRICH -- See Noyo

ADMIRAL GOVE -- See Surico (SBC)

ADMIRAL HALSTEAD -- See Suword-
enco (SBC)

ADMIRAL LAWS -- See Sunugentco
(SBC)

ADMIRAL MOSER

ADMIRAL NULTON -- See Suscolanco
(SBC)

ADMIRAL PEEPLES -- See North Sea

ADMIRAL SENN -- See Sulaierco
(SBC)

ADMIRAL WALNWRIGHT -- See Mary E.
Moore

ADMIRAL WILEY -- See Surichco
(SBC)

ADMIRAL WOOD -- See Sugillenco
(SBC)

ADMIRAL Y. S. WILLIAMS -- See
Sunepco (SBC)

AGNES DOLLAR -- See Mary E. Moore

ALCOA CADET -- See Point Caleta

ALCOA GUARD -- See Point Chico

ALCOA GUIDE -- See Point Brava

ALCOA PILOT -- See Point Palmas

ALCOA SCOUT -- See Point Salinas

ALCOA TRANSPORT

ALENCON -- See Brookings

ALVARADO

A.M. BAXTER -- See Quibian

AMERICAN STAR

USS ANACAPA -- See George Olson

ANGOULEME -- See Nabesna

ANNA SCHAFER

ARCATA

ARENA -- See Point Arena

AROLINE -- See Noyo

ASHTMAHCO IV -- See Adm. Moser

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BALLADIER -- See Marsodak
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CASPAR	COTTON PLANT -- See Lumberlady
CASTLE POINT -- See Hamblin F. McCormick	COUPARIE -- See El Cedro
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CATHERINE G. SUDDEN	COVERUN -- See Mahukona
C. D. JOHNSON III -- See Anna Schafer	COWAN -- See Griffco
CENTENNIAL	COWANSHANNOCK -- See Quibian
CHARLES L. WHEELER, JR.	COWBOY
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DOYEESTOWN -- See North Pacific
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EDNA
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FEDERAL BRIDGE -- (SBC List)
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Bridge (SBC List)
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FRANCIS H. LEGGETT
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FREEPORT SULPHUR NO. I --
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GENERAL HUBBARD
GENERAL HUBBARD
GEO. W. FENWICK -- See Cath-
erine G. Sudden
GLENDARUEL -- See Adm. Moser
GLENDOLA
GLENDOYLE -- See Eureka
GLORIETA
GLYMONT -- See Arcata
GLYNDON
GRACE DOLLAR -- See Mary E.
Monde
GRIFFCO
GRIFFCO
GRIFFCO
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HAMLIN F. MCCORMICK
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erine G. Sudden
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Transport
HOLYOKE BRIDGE (SBC List)
HOUSTON -- See Point San Pedr
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INTERNATIONAL

JACOX

JAMES GRIFFITHS

JASON -- See Edna

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JOHN C. HOWARD -- See Melville
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KANAK

KAREN OLSON

KINGTOR -- See Caesar

KITCHIKAN -- See Nizina

KVICHAK

LAKEBRIDGE -- See Cascade

LAKE CAYUGA -- See Dorothy
Wintermote

LAKE DUNMORE -- See Howard
Olson

LAKE FERNANDO -- See Munami

LAKE FILBERT -- See Nabesna

LAKE FLATONIA -- See West
Planter

LAKE FRANCES

LAKE GATEWOOD -- See Scotia

LAKE GIDDINGS -- See West Shipper

LAKE MEDFORD -- See Alcoa Transp

LAKE ONEIDA -- See Adm. Moser

LAKE PEPIN -- See Samoa

LAKE SERBAGO -- See Santa Monica

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LAKE SINGARA -- See International

LAKE SUNAPIE -- See Frank Lynch

LAKE SUPERIOR -- See Anna Schafer

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LUMBERLADY

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MAKUKONA

MAKAWAO -- See Sujerseyco (SBC)

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MAKENA -- See Cowboy

MAKUA -- See Suholco (SBC)

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MALAMA -- See Milwaukee Bridge (SBC)

MALAMTON -- See M. J. Scanlon

MANA -- See Moravia Bridge (SBC)
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MANINI -- See Susherico (SBC)
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MAPELE -- See Pittsburg Bridge
(SBC)
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MARSODAK -- (SBC)
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MARY WEEMS -- See North Sea
MAZATLAN -- See Edna
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MELVILLE DOLLAR -- See Tallac
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METEOR
MINEOLA -- See Northwind
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MISSISSIPPI -- See Buford
MISSOULA -- See M. J. Scanlon
M. J. SCANLON
MOGUL -- See Caesar
MORAVIA BRIDGE -- (SEC)
MORLEN
MUNAMI
NABESNA
NADA -- See Cowboy
NANN SMITH
NAVAJO

NESHOBEE -- (SBC)
NISQUALLY -- See Suremico (SBC)
NIZINA
NORTH PACIFIC
NORTH SEA
NORTHWIND
NOSA DUKE -- See North wind
NOYO
NOYO
NUSHAGAK -- See Caspar
OLIVER J. OLSON -- See Lakina
OLIVER OLSON
OLSON & MAHONY
OLYMPIC
OSAKIS -- See Point Brava
PARAISO -- See Susan Olson
PETER HELMS
PLYLLIS SOTO -- See Chetopa (SBC)
PITTSBURG BRIDGE (SBC)
PLAINFIELD -- See Northsea
FLOW CITY -- (SBC)
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POINT ARENA -- See Lawrence Philip
POINT ARENA -- See Riverside Bridge
(SBC)
POINT ARENA
POINT BONITA -- See Oliver Olson
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(SBC)

POINT BRAVA
POINT CALETA
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POINT FERMIN -- See Continental
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Wheeler, Jr.
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Bridge (SBC)
POINT ~~XXXXX~~ PALMAS
POINT REYES -- See Holyoke
Bridge (SBC)
POINT SALINAS
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POINT SUR -- See East Chicago
(SBC)
PROVIDENCIA -- See Olson & Mahony
QUIBIAN
REDONDO
RIVERSIDE
RIVERSIDE BRIDGE -- (SBC)
RODINA -- See Bound Brook
(SBC)
SABOTAWAN -- See Point Palmas
SAGATIND -- See General Hubbard
ST. HELENS
SAMOA
SAN GABRIEL
SAN PEDRO -- See Oliver Olson
SANTA AQUEDA -- See Olson & Mahony
SANTA ALICIA -- See Edna Christens
SANTA INEZ
SANTA MONICA
SANTA RITA
SARONIKOS -- See Cowboy
SCANDINAVIAN -- See Cleveland
SCANDINAVIC -- See Point Arena
SCOTIA
SILVERADO
SIMON J. MURPHY -- See Tallac
SIRIUS -- See Cleveland
SISUNTHON NAWA -- See Sugillenco
(SBC)
SKAGWAY
STANLEY DOLLAR -- See Skagway
STANLEY DOLLAR -- See W. R.
Chamberlin, Jr.
STRATHMAVER -- See American Star
SUBOATCO -- (SBC)
SUCARSECO -- (SBC)

SUCUBACO -- (SBC)
SUDAWSONCO -- (SBC)
SUDURCO -- (SBC)
SUEDECO -- (SBC)
SUELCO -- (SBC)
SUGILLENCO -- (SBC)
SUHOLCO -- (SBC)
SUJERSEYCO -- (SBC)
SULANIERCO -- (SBC)
SUMANCO -- (SBC)
SUNELSECO -- (SBC)
SUNEPCO -- (SBC)
SUNEWARKCO -- (SBC)
SUNUGENLCO -- (SBC)
SUPHENCO -- (SBC)
SUPORTCO -- (SBC)
SURAILCO -- (SBC)
SUREMICO -- (SBC)
SUREYOTHIA NAWA -- See Sunugentco
(SBC)
SURICHCO -- (SBC)
SURICO -- (SBC)
SUKSAN OLSON
SUSCOLANCO -- (SBC)
SUSHERICO -- (SBC)
SUSPEARCO -- (SBC)
SUTERMCO -- (SBC)

SUTORPCO -- (SBC)
SUTRANSCO -- (SBC)
SUWARINCO -- (SBC)
SUWEID -- (SBC)
SUWORDENCO -- (SBC)
SVEIGEN -- See Glendola
USS TACKLE -- See W. R.
Chamberlin, Jr.
TALLAC
TAMPICO
TASHMOO -- (SBC)
TEXADA -- See Howard Olson
TEXAS PLANTER -- See West Plante:
TEXAS SHIPPER -- See West Shippe:
THEPSATRI NAWA -- See Sulamierco
(SBC)
THORBJORG -- See Catherin e G.
Sudden
TILLAMOOK -- See Lawrence
Philips
TIMBERMAN -- See Margaret Schafe:
TIPTON -- See Adm. Benson
VALDEZ -- See Brockton
VANNES -- See West Planter
VULCAN -- See Coos Bay
WALLINGFORD
WAR BAYONET -- See Anna Schafer
WAR FLAG -- See Frank Lynch

WAR RIFLE -- See Cascade

WAR SHELL -- See Olympic

WATSONVILLE

WATSONVILLE -- See Jacox

WEST PLANTER

WEST SHIPPER

WILLA CROSBY -- See Adm. Moser

WILLIAM CHATHAM -- See Santa Rita

WINNEBAGO

W. M. TUPPER

W. R. CHAMBERLIN, JR.

ADMIRAL BENSON ex ESTHER WEEMS ex TIPTON

3049 gross tons, 1300 tons dwt. cap.

Had trip exp eng 1700 hp

Built in 1913

By Bethlehem Shipb Co. Wilmington, Del. (ex Harlan & Hollingsworth)
For United Fruit Co.

Requisitioned by USSB, and later sold to the Balt and Carolina SS Co.
of Baltimore, who renamed her ESTHER WEEMS. In 1927 she became the
ADMIRAL BENSON of the Portl-Calif SS Co. She was wrecked on North Jetty
of the Col. River 15 Febr 1930. -- JL.

ADMIRAL MOSER ex WILLA CROSBY ex GLENDARUEL ex ASTMAHCO IV ex LAKE ONEIDA ex ADA

2063 gross tons , 3400 tons dwt. 1250 hp trip exp engine by b'lders.
Built in 1917

By Manitowoc Shipb. Co., Manitowoc, Wisc.

For foreign owners

Requisitioned by USSB and renamed LAKE ONEIDA. In 1921 she was reengined with two 640 hp McIntosh and Seymour diesels, with twin screws, her dwt. cap thereby being increased by 100 tons. She was next renamed the ASTMAHCO IV, and in 1925 was the GLENDARUEL of the Mallory Line, New York. In 1927 she was bought by the Crosby Marine Corp of Seattle, and renamed the WILLA CROSBY; while a year later she became the ADMIRAL MOSER of the Pac SS Co. She was sold to Mexican owners in 1934.-- JL.

ALCOA TRANSPORT ex ELWYN C. HALE ex/LAKE MEDFORD
ex H. J. LAWRENCE

Built in 1918

By Globe Shipb. Co, Superior, Wisc

For USSB

2084 tons

This ship was the 103rd vessel that had been turned out by the yard. She carried 3390 tons dwt., fitted by the Nordbert Mfg Co, Milwaukee with a triple exp engine of 1200 hp. The LAKE MEDFORD was sold by the USSB to the Lawrence SS Co of New York, who renamed her the H. J. LAWRENCE and in 1920 resold her to the Alaska Salmon Co. of SF. She was employed upon the canery trade under the name ELWYN C. HALE until April 1940, when she was bought by the Aluminum Co of America's Ocean Dominion SS Co, of NY, and renamed ALCOA TRANSPORT. ** JL.

ALVARADO

1322 gross, 1550 M cap:

Built in 1914

By Craig Shipb.Co., Long Beach

For Pacific Transport Co.,

Managed by Swayne and Hoyt, SF. She had twin screws, driven by two quadruple expansion engines of 500 hp each, made by her builders. In 1924

she was bought by the Sudden and Heitman L. Co., of SF, and in 1927 by the Moore Mill & L. Co., to replace the MARY E. MOORE. She was still trading between the Coquille River and SF in 1941. - JL

During War II, ran into Port Hueneme, finally wrecked entr. to Coos Bay early 1943.

AMERICAN STAR ex STRATHNAVER

Built in 1919

By Downey Shipb. Co., Arlington, N Y

For USSB

4311 gross tons, 7315 tons dwt.cap.

Similar to five sisters which came to Pac Coast.

3000 hp triple exp engine by builders; 336.8 x 52.2 x 27.4

Sold to American Star Line of NY by USSB, who renamed her AMERICAN ST

In 1927 she was sold to the Chas. Nelson Co., SF. In 1936 she was

bought by the Red Salmon Canning Co., of San Francisco who still owned

her in 1940. -- JL.

1945-46. Still owned as AMERICAN STAR by Red Salmon Canning Co., SF.

ANNA SCHAFER, ex C D JOHNSON III, ex LAKE SUPERIOR ex WAR BAYONET

1985 tons gross, 3000 tons dwt.

Built in 1917, launched 1 Sept.

one of series

Built by Toledo Shipb. Co., Toledo, Ohio

For Cunard Line, UK gov't.

Requisitioned by USSB, named LAKE SUPERIOR. In 1926 she became the C D JOHNSON III, owned by the Pacific Spruce Corp, of Newport, Ore. In 1932 she was bought by the Times-Mirror Co. of LQ to carry newsprint, and a couple of years later she was resold to the Schafer Bros. SS Co. of SF and renamed the ANNA SCHAFER. They still owned her in 1940.- JL.

ARCATA ex GLYMONT

2722 gross tons, 3300 tons dwt.

B. 1919

By Albina Eng. & Mach. Works, Portl., Oregon.
For USSB

One of fifteen similar sisters, engined by Albina, 1400 hp triple exp. In 1924 sold by USSB to Charles Nelson Co., SE, who operated her until 1937 when sold to Hammond Lumber Co., SF, and renamed ARCATA, still so owned in 1940.- J L.

West Coast Lumberman, March 1937, p. 65: "Hammond Redw Co. recently bought two freighters- the schrs. GLYMONT and JACOX from the Nelson SS Co., an affiliate of the Chas Nelson Lumber Co., for \$130,000.

The Nelson Co sold three other vessels previously and a dozen more are on the market".

ASTORIA ex POINT ADAMS

2671 gross, 3300 tons dwt.

Built in 1918

By Albina Eng. and Mach Works, Portl. Ore.

For Scandinavian owners.

To have been named GORM, Danish owners. Requisitioned by USSB and named POINT ADAMS. One of 15 similar ships. 1400 hp triple exp engines.

In 1920 bought by Pacific Mail SCo., in 1924 acquired by Hammond Lumber Co. of SF, renamed ASTORIA, who still owned her in 1940. - JL.

Survived War II, continued in coastwise lumber trade until 1946. Sold to Greek owners, retained same name. Laid up in New Orleans, anchored in Miss. River off the Point, 1950.

BARBARA OLSON e x CORRALES

2146 gross tons

Built in 1913

By Manitowoc Shipb Co., Manitowoc, Wisc.

For USSB

Sister to ADA. In 1926 she was bought by Fillsbury and Curtis, of SF, and in 1932 by the Los Angeles SS Co. In 1934 she was bought by the Californ SS Co, and two years later was taken over by the Matsen Line. In April she was sold for \$150,000 to the Oliver J. Olson Co., SF and renamed BARBARA OLSON. ** JL.

Used in Olson's coastwise lumber trade for ten years after War II. In 1956 was sold to Peruvian owners, ~~for~~ along with KAREN OLSON for use as an ore carrier in a feeder service on Peruvian coast. By this time she had been refitted with cranes for handling package lumber, conversion being completed about 1953.

BROCKTON ex VALDEZ ex BENNINGTON

2332 gross tons, 4200 tons dwt.

Built in 1903

By Great Lakes Engrng Works, Encorse, Michigan

For Rutland Transit Co., Detroit.

She was a typical Lake bulk cargo design with engine aft, carrying 3632 tons dwt or 1750 M feet lumber. She was powered by her builders with a 1350 hp quadr exp engine. The BENNINGTON was brought to the West coast during War I by the Alaska S S Co. of Seattle which renamed her VALDEZ. In 1923 she was bought back by the Rutland Transit Co. who renamed her BROCKTON. She was owned in 1940 by a Wilmington Del corp, the Gartland S S Co. -- JL.

During War II she was chartered by the WSA to Ministry of war transport of London and in 1945-46 is still registered thus.

BROCKINGS ex COWICHE

2327 gross tons, 4200 tons dwt.

Built in 1919

By (Ashtabula, Ohio) Great Lakes Engng Works

For USSR

One of a series built for USSR. In 1922 she was sold by the USSR to Calif. & Ore L Co of Portland who renamed her BROCKINGS. In 1927 she was sold to A F Mahony of SF, who resold her in 1935 to H L Landis of SF. In 1936 she was acquired by the McCormick SS Co. who resold her in May 1940 to the French Line. Renamed the ALENCON, she lay in SF for months after the Fall of France, and was eventually taken over by the Maritime Commission along with other French ships in US Ports -- JL. 1945-46, still named ALENCON, owned by Cie. Genl. Trans., Havre.

BUFORD, ex MISSISSIPPI

4308 tons

Built in 1890

By Harland & Wolff, Belfast, Ireland

For

Builders supplied 2000 hp trip exp engine. Originally operated by British owners, skz as the MISSISSIPPI, she became a U S Army transport in the Spanish American War under the name BUFORD. In 1923 she was sold to Fred Linderman of SF, who resold her in 1928 to the Alaskan Siberian Nav. Co. She was sold to the Japs in 1930. -- J'.

(See Linderman letter 1932-53 on what he intended to do with BUFORD. No used in coastwise trade.)

CADARETTA

2365 tons, 3300 tons dwt.

Built in 1913

By Albina Eng. & Mach. Works, Portl, O re.

For USSB

No. 7 on the list of Albina, first to be built for account of USSB.

1400 hp triple exp engines, by builders, one of fifteen sister ships.

In 1924 she was sold by USSB to Charles Nelson Co., of SF, and in 1937 was resold to W H Wood of SF, the Nelson Co. then being in bankruptcy court. The CADARETTA was still owned by Wood in 1940. - JL

The CADARETTA took the first cargo of wheat to Vladivostok, Russia, after Pres. Wilson ok'd the shipment of cargo to Russia. Capt. Charles Watts master this trip, ran into a gale South of Aleutians.

CADARETTA still listed as owned by Wood in 1945-46.

CADDOPEAK , RENamed LURLINE BURNS, ren USS BESBORO

2865 tons gross, 3801 tons dwt.

Built in 1918

By Albina Eng. & Machine Works, Portl, Oregon.

For USSB

Sister to CADARETTA, sold in 1924 to Charles Nelson Co. In 1937 she was sold to Burns SS Co. of SF who renamed her LURLINE BURNS. She is now (194344) a Navy auxiliary under the name BESBORO. # JL.

CAMINO

3309 tons, 2500 M cap

Built 1912

By Craig Shipb. Co., Long Beach (Engines 2000 hp triple exp, single screw
For Western Steam Nav Co.

Completed in 1912, she was owned by the Western St. Nav. Co. in which her
builders, the Craig Shipb. Co. were largely interested. She was managed
until 1916 on the West Coast by Swayne and Hoyt of SF, then being sold to
the Barber SS Line of New York. In 1917 she became the CITY OF WILMINGTON
of the Cape Fear Trading and Shipping Co. of Wilmington NC and a year
later dropped from registry. -JL

CASCADE ex LAKEBRIDGE ex WAR RIFLE

1253 gross, 3000 tons dwt.

One of series built

Built in 1917

By Toledo Shipb.Co. Toledo, Ohio

For Cunard Line, via U K gov't.

Requisitioned by USCB, who renamed her LAKEBRIDGE. In 1923 she was sold to E K WOOD Lumber Co. SF and renamed CASCADE. As such she was owned by the Wood Co. till 1940 when she was transferred to Panamanian registry. -- JL.

CASPAR ex NUSHAGAK

709 gross tons, 500 M cap.

Built in 1904

By United Engineering Co., SF

For Alaska Packers Association.

Triple exp engine of 700 hp. After 21 years in the can erytrade to Alas

NUSHAGAK was sold to Remco Steamship Co., SF, who renamed her CASPAR.

She was laid up at SF in April 1932.- JL.

CATHERINE G. SUDDEN ex THORBJORG, ex GEO. W. FENWICK

2009 tons gross, 2250 M feet cap;

Built in 1907

By NewpNews Shipb, NewpNews, Va.

For Hammond Lumber Co., SF

277 x 43 x 17.3, 3500 tons dwt cap.

Had trip exp eng of 1350 hp made by builders.

In November 1916 she was sold for \$550,000 to Norwegian owners who re-named her THORBJORG, BUT in a few years she was back on the West coast as the CATHERINE G. SUDDEN of Sudden and Chr., SF. In Febr 1939 she was sold to a Greek owner who put her under Panamanian registry as the HELLENIC TRADER.-- JL

CENTENNIAL

2075 tons
Built in 1859
London

She came under U S registry in 1898, having been previously Danish. She was owned for a couple of years by Peter Larsen of Seattle, and from 1900 by Charles Nelson of San Francisco. From 1902 to 1920 she was operated between Seattle and SF by E E Caine, along with the SANTA CLARA. She drops from registry shortly thereafter. --JL.

CHARLES L. WHEELER JR, ex POINT JUDITH

2670 gross, 3300 tons dwt. 239 x 44 x 19

Built in 1913

By Albina Eng. and Mach. Works, Portl. Ore.

For Scandinavian Owners

To be named CARL for single ship Danish corp. Requisitioned by USSB in 1913. One of fifteen similar ships built by Albina, 1400 triple exp engines. Named POINT JUDITH by USSB, Sold in 1920 to Pacific Mail SS Co., in 1925 to Swayne and Hoyt, and in 1928 to Chas. R. McCormick Lumber Co. who renamed her CHARLES L. WHEELER JR. Still owned in 1940 by the McCormick division of Pope and Talbot, of SF. - JL.
Survived War II.

CLEVELAND ex
KAHULUI ex SIRIUS ex SCANDINAVIAN ex SIRIUS

11 60 tons
Built in 1865
Built, England
Aniron steamer

Under Hawaiian reg as Kahului. In 1893 she came under the ownership of Charles Nelson of SF, with American registry. Out of the register in 1901.-- JL.

CAESAR ex
MOGUL ex CAESAR, ex KINGTOR
2935 tons
Built in 1896
By Ropner & Soh, Stockton England
For

In 1923 she was acquired by Capt. Jas Griffiths of Seattle as the CAESAR and a year or so later was transferred back to British registry under the ownership of the Coastwise SS and Barge Co., Victoria as the MOGUL. She had a triple exp eng made by Blair & Co., Stockton.-- JL.

COLUMBIA

1923 gross tons, 1600 M feet cap.

Built in 1912

By Harlan and Hollingsworth, Wilmington, Del.

For Wilson Bros. & Co., SF.

She was about 15 feet longer than the OLSON AND MAHONY, and ST. PIERRE, which were near sisters; and had passenger accommodations. Her engines were identical with above two, 1200 hp trip exp. In 1917 she was requisitioned by the USSB who sold her in 1920 to the New Orleans and So. American SS Co. In 1923 she was owned by Thos. Crowley of SF, and a year later dropped from registry. -- JL.

CO'S BAY ex VULCAN

5149 gross, 8000 tons dwt cap, 11,230 load displ.

Built in 1909

By Maryland Steel Co., Sparrows Pt, Md (Bethlehem)

For U S Navy.

Originally designed as a collier, she displaced 11,230 tons. She had two screws with two trip exp engs of 1900 hp each. When the Navy switched over to oil burning after W r I, the VULCAN was sold to the Pacific States Lumber Co. of SF, who renamed her the CO'S BAY and fitted her as a lumber carrier, and she was the largest and most powerful vessel of the steam schooner fleet. The CO'S BAY was wrecked entering SF Bay on the night of 22 Oct 1927. She ran on the beach near the Palace of the Legion of Honor, and became a total loss. In trying to put a line ashore, she fired a Lyle gun projectile that carried away from the rope and travelled a mile or so into a householders flower garden, causing some consternation in the immediate neighborhood whose residents hastily concluded that the Japs were attempting an early invasion. -- JL.

COWBOY, ren MAKENA, ren NADA ren KALIE ren SARONIKOS.

2729 gross,

Built 1919

By Great Lakes Engrg Works, Astabula, Ohio

For USSB

One of five similar ships coming to Pac Coast. Sold by USSB in early 1920's to Matson Nav. Co. who renamed her the MAKENA. She was laid up at Antioch from Jan 1927 to April 1940, when the Matson Line sold her to the French Line. She had got to New York by July 1940; after the Vichy Gov't took over in France, the Maritime Commission ordered the sale cancelled; and in Dec 1940 Matson sold her again to a Greek owner, who put her under Panamanian registry.-- JL.

1945-46, Registered as owned by Makena SS Co., Panama, still under same name. By 1952 she had been sold and renamed NADA, and again sold to Finnish owners, these sales completed in 1947. Her Finnish owners were Meriviente, O/Y (Baltic Chartering A.B, mgrs) of Helsingfors, Finland. who renamed her KALIE. In September 1957 she was sold again, this time to Greek owners, or Panamanian owners, and placed under Greek flag, being renamed SARONIKOS. (Fairplay 19 Sept '57.)

COWEE renamed MAKAWELI

2552 tons gross

Built in 1919

By Great Lakes Engineering Co., Ashtabula, Ohio

For USSB.

One of five similar ships that came to Pacific Coast.

In early 1920's she came to the Pacific Coast, being bought by Matson Nav. Co., and renamed MAKAWELI. She was still trading under Matson ownership in 1940. -- JL.

In 1945-46 still owned by Matson.

By 1952-53 she was owned as the MAKAWELI, by the Lakeland Tankers Ltd, of Toronto, Canada, being refitted as a tanker, with Radar and DF, her gross tonnage increased to 2665. She was converted in 1937.

CRICKET

1136 gross tons, 1200 M cap.

Built in 1913

By United Engineering Works, SF

For Fred Linderman, SF.

Linderman also operated BEE, HORNET, WASP. CRICKET was incorporated as a single ship corporation. Had triple exp engine of 950 hp, by builders. In 1935 she came under the ownership of the Owen-Parks Lumber Co. of LA. -- JJ.

Owned by Owen-Parks until 1952, along with LUMBERLADY. Sold to Panama owners, then to Peruvian owners of Callao. Reported for sale at time of visit to Tacoma, for \$60,000. Had sold for \$20,000 to Panama.

Brought ore from So. America to Tacoma, arriving August 1954, then loaded wheat to Callao, agents Balf-Guthrie, Seattle. Capt. reported the hull was in good shape, and boilers were fairly new.

CYNTHIA OLSON ex COQUINA

2140 tons gross,

Built in 1919

By Manitowoc ShipB. Co., Manitowoc, Wisc.

For USSB.

Sister to four others which came to West Coast.

The Shipping Board sold her in 1926 to Pillsbury and Curtis who laid her up in SF in APRIL 1930. While still laid up she became one of the assets of the Los Angeles Steamship Company, and passed through the California SSB. to the Matson Line, during successive reorganizations. Matson sold her in April 1940 to the Oliver J. Olson Co., SF, who renamed her the CYNTHIA OLSON. The CYNTHIA OLSON earned the first gold star in the West Coast lumber fleet; while under charter to the War Dept, with a cargo of supplies, she reported herself as being attacked by a submarine on 7 Dec 1941, 1200 miles West of Seattle. Nothing has been heard from the ship or crew of 35 since. -- JL.

DOROTHY WINTERMOTE ex LAKE CAYUGA

2010 tons gross, 3000 tons dwt.

Built in 1918

By Toledo Shipb. Co., Toledo, Ohio

For USSB.

Original order from Cunard, but ship requisitioned by USSB upon launching, and named LAKE CAYUGA. In 1923 she was sold to Frank Paramino, SF, who renamed her DOROTHY WINTERMOTE. She foundered off Fish Rock, 10 miles south of Point Arena on the California Coast on 17 Sept 1933. No lives were lost. -- JL.

EDGAR H. VANCE

2521 gross, 2200 M cap.

Built in 1913

By Craig Shipb. Co., Long Beach

For Hammond Lumber Co.

Registered in New York under the ownership of the Nehalem Steamship Co., and had a triple expansion engine of 1500 hp. Late in 1916 she was sold to Norwegian owners, and was out of registry by 1925.-JL.

EDNA, ex MAZATLAN ex JASON

1315 tons

Built in 1903

By Laxwvaags Shipyard, Bergen, Norway

For

As JASON she was operating on Pac Coast, later she was under Mexican reg
as the MAZATLAN, and in 1915 was bought by Sudden and Chr. of CF and
renamed EDNA. In 1934 she was sold to M S Jacobs who scrapped her
about 1939. She had a triple exp eng of 900 hp, built by builders. -- JL .

EDNA CHRISTENSON, ex SANTA ALICIA, ex JOHN A. HOOPER

2244 tons gross,

Built in 1912

By Harlan and Hollingsworth, "ilmington, Del.

For Sudden and Christensen.

In 1917 she became the SANTA ALICIA of Grace Line. In 1922 she was bought back by Sudden and Christenson, who renamed her EDNA CHRISTENSEN. In 1937 they sold her to Chinese owners, who renamed her the KWANG YUN but they turned out to be the wrong kind of Chinese. They loaded her at San Francisco with a cargo of scrap iron for Japan; hearing this, the crew which were the right kind of Chinese rioted, and the vessel remained tied up in SF until 1940. In Dec 1940 she was bought by Sir Walt Carpenter of Sydney, Australia, who put her under Panamanian registry as the EDNA.-- U L

In 1945-46 she was owned by "C S T Ltd", of Suva, British registry, still under the name of EDNA.

EL CAPITAN ex MERIDEN

2722¹/₂ gross tons, 3800 tons dwt.

Built in 1919

By Albina Eng. & Mach. Works, Portl., Ore.

For USSB

One of fifteen similar sisters by Albina, engined by Albina, 1400 HP

In 1920 sold by USSB to General Steamship Compa of SF. In 1923 resold

E K Wood Lumber Co., SF and renamed EL CAPITAN, still owned by E K W.

1940.- JL

Still owned by E K Wood in 1945-46.

EL CEDRO ex COMPARIE

2512 gross tons, about 1200 tons lwt.

Built in 1919

By Great Lakes Engng Co., Ecorse, Michigan

For USSB

Sister to FAGERFJORD and LUMBERLADY. In 1923 she was sold by the USSB to Los Angeles Lumber Products Co. Renamed EL CEDRO, she was sold in 1923 to James Griffiths of Seattle, who still owned her in 1941. - JL 1945-46 still owned as before. March 1946 seen operating in Pug Snd.

ELDORADO

2310 gross tons

Built 1918

By Craig Shipb. Co., Long Beach, Calif.

For Pacific Transport Co.

Operated by Long Beach Shipb Co.

Fitted with secondhand triple exp engine of 1000 hp, original y made by Watt and Hinds, NY. The ELDORADO was laid up at her builder's yard in July 1933, after sale to W C T H wang of Shanghai, China, going under the flag of Panama. -J L.

ELNA ex DAN F. HANLON

1434 gross tons, 1600 tons dwt.

Built in 1920

by Brunswick Marine Constr. Co., Brunswick, Ga.

For

Confusion on builder. Lloyd's Register indicates ship built by Hanlon Shipbuilding and Drydock Co., Oakland in 1924. MVUS shows vessel built by Brunswick Shipbuilding Co., Brunswick, Ga., in ~~1922~~ 1920. Whether or not the Brunswick yard, which was a wooden shipyard actually had anything to do with her construction, it is certain that the DAN F. HANLON was not documented as a merchant vessel until 1924, and that the Hanlon yard completed her as a steamschooner in that year. She had a 1200 hp trip exp engine, built by the Hooven, Owens & Rentschler Co. of Hamilton, Ohio. The DAN F. HANLON was first operated by W R Chamberlin of SF, but within a year or so was acquired by Johannes Ramselius of that port, who renamed her the ELNA in 1935, and still owned her in 1940. -- JL.

EUREKA ex GLENDYOYLE

2740 tons gross, 3800 tons dwt.

Built in 1919

By Albina Eng. & Machine Works, Portl, Ore.

For USSB.

Engines by builders, 1400 hp triple expansion.

Sold to Glendoyle Steamship Corp of New York by USSB in 1921. In 1929
re sold to Pacific Coast, owners Hammond Lumber Co. of SF, renamed EUREKA
In 1940 transferred her to Transpacific Steamship Co. of Panama - JL.

Still owned this company in 1945-46.

FRANCIS HANIFY

2588 tons gross

Built in 1914

By Harlan and Hollingsworth, Wilmington, Del.

For J R Hanify Co., SF

Ten feet longer than her sister JOHN A HOOPER, but otherwise very similar in hull and engines. She had oil-tight bulkheads, to carry either lumber or bulk oil, and in 1917 was bought by the Freeport Sulphur Transportation Co. of NY, renamed FREEPORT SULPHUR NO. 1, and was operated by them as a tanker until sold to Italian owners in 1928. -- JL.

FRANCIS H. LEGGETT

1606 gross tons, 1500 M feet capacity.

Built in 1903

By Newport News Shipb. & Dryd. Co., NewpNews, Va

For Hammond Lumber Co., SF

She had a 1000 hp trip exp eng and was fitted with extensive passenger accommodations. In 1912 she was acquired by the Hicks-Hauptmann Transp. Co. She foundered off the Oregon Coast 18 Sept 1914, with the loss of 65 of the 67 souls on board.-- JL.

FRANK LYNCH EX LAKE SUNAPEE EX WAK FLAG

1891 gross, 3000 tons dwt.

Built in 1918

By Toledo Shipb. Co., Toledo, Ohio, one of a series

Built For Cunard Line, UK gov't.

Requisitioned by US6B who renamed her LAKE SUNAPEE when completed in 1918.

In 1923 she was re-engined with an oil engine of 1050 hp made by the Pacific Diesel Engine Co. of Oakland, and emerged as the FRANK LYNCH.

owned by W J Gray of SF. She was sold to Greek owners in 1937. -- JL.

GENERAL HUBBARD

2183 gross

1600 M cap

Built 1910, launched 3 Dec

By Craig Shipb.Co., Long Beach (Engines 1250 hp triple exp, NY ShipbCamde
For Hammond Lumber Co.

Owned during entire career as US merchant ship, registered in N Y. In
August 1916 they sold her for \$495,000 to Norw. owners and she was afloat
in 1925 as the SAGATIND of Drammen, Norway. JL.

GENERAL HUBBARD

412 tons gross

Built in 1907

By Neafie & Levy Co., Philadelphia, Pa

For Harmond Lumber Co.

Registered in New York. Measured 130 x 27.5 x 16, out of registry by 1911. -- JI.

Lloyd's for 1903-09 lists her as a tug.

GEORGE OLSON ex ANACAPA ex COOS BAY ex LUMBERTOWN ex CASTLE TOWN

3321 gross tons, 5150 tons dwt. 322 x 50 x 21.6

Built in 1919

By Pusey and Jones, Gloucester City, New Jersey Yard
For USSB

Bought from USSB by Charles Nelson Co. of SF. In 1936 she was bought by John Roselfeld's Sons of SF, who resold her to the Coos Bay Lumber Co. Under this ownership she was renamed first the LUMBERTOWN, and in 1940 her name was again changed to COOS BAY. -- JL.

Taken over during War II by Navy, renamed USS ANACAPA. Operated in Pacific area. After war bought by Oliver J. Olson Co., renamed GEORGE OLSON, put into lumber trade coastwise. About 1955 converted from conventional type cargo gear to cranes for packaged lumber, running mostly into Col. River to San Pedro for Olson. Captain Caspar Charles Carlson master these last years. In 1957 when Olson disposed of the last of his fleet, the GEORGE OLSON was the last active conventional type freighter in the trade for Olson, while large combination barges continued lumber trade.

GLENDOLA

2740 gross, 3300 tons dwt.

Built in 1919

By Albina Eng. & Mach. Works, Portl, Ore.

For USSB.

Engines by builders, 1400 hp triple exp. Ship one of 15 sisterships.

Shipping Board sold to Glendola SS Co., New York, in 1921. Resold in 1930 to Norw. owners, renamed SVEIGEN or Forsgrunn, Norway. -- JL.

(No apparent career in coastwise lumber trade.)

GLORIETA

2740 gross, 3900 tons dwt.

Built in 1919

By Albina Eng. & Mach Works, Portl, Ore.

For USSB.

One of fifteen sisters, engines 1400 hp triple expansion, by builders.

Sold by USSB to Munson SS Line of NY,, renamed MUNISLA, sold in 1937

to Nicaraguan owners. - JL

(No apparent career in coastwise lumber trade.)

GLYNDON

2742 gross tons, 3800 tons dwt.

Built in 1919

By Albina Eng. & Mach Works, Portl, Ore.

For USSB

One of fifteen similar sisters by Albina, engined by Albina, 1400 hp tripEx

In 1920 sold by USSB to Glyndon SCB., New York, out of registry by
1924.- JL

(No apparent career in Pacific coast lumber trade.)

1453 tons gross, 2400 tons dwt.

220 x 40 x 13½

Built in 1920

By J F Duthie & Co. Seattle

For James Griffiths Co., Seattle

One of two sisters built by Duthie for Griffiths, triple exp engines 1400 hp, built by Hendricks Mf. Co., Seattle. In 1923 GRIFCO was transferred to Canadian Registry, managed by Coastwise SS and Barge Co., of Victoria. She falls from the records within the next ten years, although her fate has not been traced.- JL.

2512 gross tons

Built in 1919

By Great Lakes Engineering Works, Enconse, Mich.

For USSB

Sister to five similar ships, same builder, 1919. In 1923 she was bought from the USSB by the Los Angeles Lumber Products Co., who renamed her EL ABETO. In 1923 she was sold to the Coastwise CS and Barge Co. of Victoria, BC who renamed her the GRIFFCO, and still owned her in 1940. -- JL.

1945-46. Still owned by Coastw. SS&Barge, managed by Jas. Griffiths.

HAMLIN F. MCCORMICK ex CASTLE POINT

3317 gross tons, 5150 tons dwt. cap.

Built in 1919

By New York Ship Co., Gloucester City, N Jersey yard

For USSB

Bought from USSB by C R McCormick Lumber Co. of SF, about 1924. Renamed
HAMLIN F. MCCORMICK, after C R's brother, used in intercoastal lumber
trade; still owned by McCormick in 1940.--Sister to GEORGE OLSON ex
CASTLE TOWN.-- JL

1945-46. Owned by T A Peterman of SF.

HENRY T. SCOTT

1596 gross, tons, 1500 M cap.

Built in 1913

By Union Iron Works, SF

For Eschen and Minor, SF.

Sister to WMA. CHATHAM, with 50M lumber cap more.

Operated for her first three years by California SS Co. In 1917 she was bought by Alaska SS Co., Seattle. Out of registry in 1923. - JL.

HOWARD OLSON ex TEXADA ex EL CICUTO ex LAKE DUNMORE ex FAGERFJORD

2477 gross tons

Built in 1917

By Great Lakes Engng Works, Encorse, Michigan

For Nilson and Nyquist, Norway.

Her 1400 hp triple exp engine was built in her builder's shop at Detroit. The FAGERFJORD was requisitioned from her Norwegian owners by the USSB who renamed her the LAKE DUNMORE, and sold her in 1923 to the Los Angeles Lumber Products Co. Renamed EL CICUTO, under the new ownership, the vessel was resold in 1923 to the Kingsley Co., SF and renamed TEXADA. She was under the same ownership in 1941.-- JL.

In 1945-46 still owned by Kingsley Co. of California.

Purchased after the War by Oliver J. Olson of San Francisco for his coastwise lumber fleet and renamed HOWARD OLSON, the only single ender in the fleet. By 1953 her conventional gear had been replaced by two cranes installed for working packaged lumber. HOWARD OLSON was sunk in collision with the Luckenbach Co's MARINE LEOPARD off Monterey Bay in 1955, with the loss of two lives.

INDIANA HARBOR

2612 tons gross, 4050 tons dwt.

Built in 1920

By American Shipb. Co., Lorain, Ohio

For USSB

Had a triple exp engine of 1500 hp, built by builders.

In 1926 she was bought by Pillsbury and Curtis of SF, and on 13 May 1927 was wrecked without loss of life on Point Gorda. -- JL.

INTERNATIONAL ex LAKE SINGARA

2740 gross, 4200 tons dwt.

Built in 1919

By Great Lakes Engng Works, Ashtabula, Ohio

For USSB

One of five ships by Ashtabula shipyard which came to West Coast. Sold in 1923 by USSB by International Packing Co. of Seattle who renamed her the INTERNATIONAL. In Dec 1940 they sold her to A W Wittig, Seattle, and she was later resold to East Coast owners. -- JL.
1945-46 Registered as owned by WSA (War Shipping Adm., home port Norfolk, Va.)

Apparently not used in lumber trade.

JACOX

2740 tons gross, 3900 tons dwt.

Built in 1919

By Albina Eng. & Mach Works,, Portl.,Ore.

For USSB

First ship finished in Albina yard in 1919, engined by Ellicott Works, Balt. One of fifteen sister ships, 1400 hp triple exp. Shipping Board sold her in 1924 to Charles Nelson Co., who resold her in 1927 to Hammond Lumber Co., renamed WATSONVILLE. Early in 1941 she was transferred to Columbus Steamship Co., and Panamanian Registry.- JL

Owned by Nelson SS Co. until 1936, then sold.

March 1937, sold with GUYMONT to Hammond Lumber Co. for \$130,000 thepr.

JAMES GRIFFITHS ex CITY OF LORDSBURG

3545 tons gross, 5000 tons dwt. cap.

Built in 1920

By Mobile Shipb. Co., Mobile, ALA.

or USSB.

324 x 46.2 x 25 feet, 1600 hp trip exp eng by Ellicott Mach Wks, Balt.

Sold in 1926 to Coastwise SS and Barge Co., Seattle, (Jas Griffiths) who renamed her the JAMES GRIFFITHS, and still owned her in 1941--JL.

1945-46, Still owned by James Griffiths.

KANAK

234 gross tons

Built in 1913

By United Engineering Works, SF

For Alaska Packers Assoc., SF

Was more of a cannerytender than a steamschooner. Had twin screws driven by two 135 hp compound engines supplied by builders. Still owned by APA in 1940. - JL.

KAREN OLSON ex DOROTHY PHILLIPS ex POINT LOMA

2119 gross tons, 3300 tons dwt. cap. 251 x 43.5 x 18

B. 1917, Launched 29 Nov.

By Albina Engine and Machine Works, Portl. Ore.

For

Hull No. 1. Built originally for Norwegian owners. Yard managed by Wm. Cornfoot, and A O Andersen and Co., of New York representing Scandinavian interests, who held a large part ownership. Triple expansion engines of 1200 hp, manufactured by builders. Sister to POINT ABENA. Originally intended to be named ERLING, but before completion in 1918 was requisitioned by Shipping Board, registered as POINT LOMA. In 1923 she was acquired by Hart-Wood Lumber Co. of SF who sold her 10 years later to the Lawrence Phillips Steamship Co. of LA. Under that ownership she was renamed DOROTHY PHILLIPS and was still being operated in 1940. J I

After 1945, sold to Oliver J. Olson Co. who renamed her KAREN OLSON. Used in coastwise lumber trade; bby 1953 had her conventional cargo gear changed to unit cranes for packagellumber. In 1956 sold to Peruvian owners to be used in ore trade.

KVICHAK

1063 tons gross

Built 1900

By Wolff and Zwicker, Portl and, Ore.

For Alaska Packers ASSOC. SF

Only cargo ship built by this firm. APA operated her mostly in serving canneries in Alaska, altough she was sometimes chartered in the coast-wise trade during winter months when freight rates were good. She originally had a pair of triple exp steam engines of 1000 hp, provided by the builders, while in 1930 she was re-egined with a couple of Atlas diesels of the same power. In 1940 the KVICHAK was chartered to the U S Navy to serve as a transport to the Alaska bases. On 25 Jan 1941 she sailed from Seattle for Seward, and two dayslater was wrecked in fog in the Finlayson Channel. Three of her passengers and crew were lost in taking to the boats. Salvage operations were undertaken on the vessel and her valuable cargo of stores, but on 5 March, the wreck slipped free from the rocks and sank in deep water. -- JL.

LAKE FRANCES

2016 gross tons, 3000 tons dwt.

Built in 1918

By Toledo Shipb Co., Toledo, Ohio

For USSF.

One of series ordered by A R Lewis of NY, on behalf of Cunard Line, and British government. Requisitioned by USSB on completion and named LAKE FRANCES. In 1923 she USSB sold her to Frank Taramino of SF, while in 1935 she passed to the Coastal Steamship Co. of Tacoma, who still owned her in 1940.-- JL.

1945-46 still registered as owned by Coastal SS Co., Tacoma. This company was a joint venture by St. Paul and Tacoma Lumber Company, Defiance Mill Co. and Dickman Lumber Co. all of Tacoma.

LAKINA ex EL CAPITAN ex OLIVER J. OLSON

1331 tons gross.

Built in 1913

By Harlan and Hollingsworth, Wilmington, Del.

For Olson and Mahony, SF

Sister to COLUMBIA. They had originally intended to call her CALIFORNIA and she was owned until 1915 by the California Company, who sold her in 1915 to the Standard Oil Co of New Jersey. She was renamed EL CAPITAN under Esso ownership. In 1924 she was bought by J M Botts of NY, and two years later became the LAKINA of the Alaska SSCO., Seattle, who still owned her in 1940.-- JL.

1045046, still owned by Alaska SSCO.

LATOUCHE

1834 tons gross, 2400 tons dwt. 1450 M cap.

Built in 1910 f

By Moran Co., Seattle

For Alaska SS Co., Seattle

One of four similar ships built by Moran 1903-10. She was later enlarged to a gross tonnage of 2335 and a dwt cap of 2920 tons. She was owned by the ALASKA SSS Co. until 1940, when she was sold to Madrigal SS Co. of Manila and transferred to Philippine registry. -- JL.

LAWRENCE, ex JOSEPHINE LAWRENCE ex COVENA

2272 gross tons,

Built in 1910

By Great Lakes Engng Co., Encorse, Mich.

for 1937

Sister to FAUREFJORD, COTTONPIANT, etc.

In 1920 she was bought by the Hammond Lumber Co. of SF. In 1937 she was sold by Hammond to Lawrence Phillips Lumber SS Co. of IA, who renamed her JOSEPHINE LAWRENCE. In April 1941 they resold her to Maternal SS Agency, NY who renamed her the LAWRENCE. -- JL.

LAWRENCE PHILIPS ex TILLAMOOK ex POINT ARENA

2117 tons, 3300 tons dwt. cap. 251 x 43.5 x 18

Built 1917, launched 3 November

By Albina Engine and Machine Works, Portl, Ore.

For Swedish owners,

Before completion requisitioned by Shipping Board. Was to have been named MARGIT for Swedish interests, but never registered under that name.

The name TILLAMOOK was first assigned to her, but eventually named POINT ARENA by USSB. In 1923 she was sold to the Siler Mill Co., Seattle and in 1925 she ~~was acquired by the Hart-Wood Lumber Co.~~ was acquired by the Hart-Wood Lumber Co. In 1927 she became the TILLAMOOK of the Hammond Lumber Co., of SF while in 1935 she again changed hands to become the LAWRENCE PHILIPS of the Lawrence Philips SS Co., LA, who still owned her in 1940. - JL.

Sister to POINT LOMA, one of two this size and dimensions. -JL.

LUMBERLADY ex LUMBERMAN ex F A WARNER, ex COTTONHANT

2333 gross tons, 4125 tons dwt. cap.

Built in 1913

By Great Lakes Engrng Co., Fincorse, Mich.

For USSB

Sister to FACERFJORD (ren LUMBERLADY)

Reg. dimensions: 253 x 43.7 x 24.5

In 1922 she was bought by the Pacific States Lumber Co. of SF, who re-named her the F A WARNER. In 1929 she was taken over by the Coos Bay Lumber Co. who changed her name to LUMBERMAN. In 1940 she became the LUMBERLADY of the Owens-Park Lumber Co. -- JL.

Continued in this ownership through War II, after which she ran together with the CRICKET on a steady run to Rainier, Oregon. Laid up periodically she was apparently the last steamship in the coast to operate with conventional type cargo gear. When the Rainier sawmill burned down in 1955, LUMBERLADY was laid up in Long Beach.

MAHUKONA ex COVERUN

2012 gross tons

Built in 1919

by Great Lakes Engineering Works, Ecorse, Mich.

for USSB

Sister to LAG REFLECTO, etc. one of several sisters built by GLEW. In 1921 the Shipping Board sold her to Matson Nav. Co. of SF, who renamed her MAHUKONA. In Sept 1939 she was laid up at Antioch, and in April 1940 was sold by Matson to the French Line and reconditioned for sea. She arrived at New York late in June 1940; in Sept. the Maritime Commission cancelled the sale; and in Dec, 1940 the Matson Line resold her to Brazilian owners, who proposed to rename her the SANTA CLARA. She left New York for Rio in March 1941, and on 16 March reported herself in distress 600 miles off Jacksonville, Fla. The next day she foundered and all the Coast cutter BMEB could find was some floating wreckage.--JL.

MARGARET SCHAFFER ex TIMBERMAN ex CORSICANA

2059 tons gross

Built in 1918

By Manitowoc Shipb Co., Manitowoc, Wisc.

For MSBX foreign owners, or USSB.

Sister to CORRALES, etc.

In 1926 she was bought by Pillsbury and Curtis, SF from the USSB; and renamed TIMBERMAN. In 1932 she passed to the Los Angeles SS Company;

in 1934 to the California SS Co., and in 1936 to the Watson W. Co.

In 1937 she was bought by the Schafer Bros SS Line, who still owned her in 1941 as the MARGARET SCHAFFER.** JL.

During the war was operated by Northland Transp. Co., Seattle, running to Alaska. After War, went back to coastwise lumber trade, but was laid up a great deal of the time in Hoquiam. Chartered in 1952 by Oliver Olson Co. for some coastwise voyages, was finally laid up late that year in Hoquiam. Finally in 1955 she was sold to owners who brought her to Portland and made some temporary changes in her appearance for use in the moving picture "Sea Chase ??". She was reportedly sold to Japanese owners to be scrapped, but once in the Far East was renamed and put under the Panama flag, being owned by Los Angeles owners, incl. Acheson of Encino.

MARY E MOORE, ex AGNES DOLLAR, ex ADMIRAL WAINWRIGHT, ex GRACE DOLLAR

1327 gross, 1100 M feet cap.

Built in 1913

By Craig Shipb. Co., Long Beach

For Dollar

Five feet longer than PAPAISO, but otherwise identical in engines and hull dimensions. Dollar incorporated her as a single ship company in Maine, and sold her in 1917 to the Pacific Steamship Co. of SF. She was renamed by them ADMIRAL WAINWRIGHT, but within two years was back under Dollar ownership with the new name AGNES DOLLAR. In 1923 she was bought by the Moore Mill and Lumber Co., Marshfield, Oregon who renamed her the MARY E. MOORE. She was wrecked without loss of life near Coquille River Buoy, on the Oregon Coast, 23 Febr 1927. - JL.

MELVILLE DOLLAR ex JOHN C. HOWARD

1244 tons, 1100 M feet cap.

Built in 1903

By Columbia Ironworks, St. Clair, Mich.

For

She was powered by her builders with a trip exp engine of 1000 hp.

In 1907 she was bought by the M S Dollar Co. of SF, and was renamed the MELVILLE DOLLAR, replacing the old steamer of the same name. The Dollar Line sold her in 1916 to Japanese owners who renamed her the JINGO MARU, while in 1925 she was the SHIN HING of Shanghai.-- JL:

METEOR

2301 tons gross, 3400 tons dwt cap (coal); 1550 M feet lumber cap.

Built in 1901

By Craig Shipb Co., Toledo, Ohio

For

Came to Pacific Coast under ownership of Globe Nav. Co., an organization of Great Lakes capitalists with headquarters in Seattle, who also operated a fleet of wooden sailing vessels in the lumber trade. The METEOR was acquired in 1903 by the Pacific Coast Co. and in 1917 was sold to Boston owners. She was wrecked without loss of life on Block Is., 10 July 1926. The METEOR was powered with a triple expansion engine of 1000 hp, and carried her engines aft as did the TAMPICO. -- JL.

MUNAMI ex LAKE FERNANDO

2594 gross tons, 4155 tons dwt. cap.

Built in 1919

By Buffalo Drydock Co., Buffalo, NY

For USSB

Had trip exp engine of 1500 hp built by Detroit Ship Co.,

Sold in 1926 by USSB to Munson Line, NY, who renamed her MUNAMI. Four years later she was brought to the Pac Coast without change of name by the Chas. R McCormick Lumber Co. In April 1940 they resold her to the French Line who renamed her LISEUX. In August 1940 the LISEUX was requisitioned by the Canadian Government. -- JL.

M J SCANLON FBnamed MISSOULA

4554 gross tons, 8600 tons dwt. cap.

Built in 1918

By New York Shipb. Co., NJ

For USSB.

She had been ordered by Carpenter-O'Brien Co., but was requisitioned by the USSB while on the ways. She had been designed as a lumber carrier of 8600 tons dwt. cap. With dimensions of 362.3 x 51.2 x 32.2, and a triple exp eng of 22200 hp, place aft like a tanker's, she was probably the largest vessel ever designed to carry lumber in this country. She was owned by the USSB until 1924, when she was brought to the West Coast by the Hammond L. Co. of SF. As the largest steamship of her time she was operated by Hammond until 1935, when she went back to the East Coast as the MALAMTON of the Mallory Line, who still owned her in 1939.

-- JL.

MORLEN ex ERNEST H. MEYER, ex POINT LOBOS.

2670 gross tons, 3300 tons dwt. 239x44 x 19.

Built in 1913

By Albina Eng. & Machine Works, Portl., Oreg.

For Scandinavian owners.

Was to have been named SKJOLD, but regu by USSB in 1913, owned by them till 1919. One of fifteen similar ships, design and tonnage. Owned by Pacific Mail SS Co. from 1920 to 1924. In 1925 she was acquired by Swayne and Hoyt of SF, for their Gulf-Pacific Line, while in 1929 she was bought by the Broughton and Wiggins Nav. Co. of Portland, Ore and renamed ERNEST H. MEYER, replacing the wooden steam schooner of the same name which was scrapped. From 1931 to 1940 she was operated by the Portland SS Co. In Sept 1940 she was bought by L G Gray and o., SF, and renamed MORLEN. * JL.

During War II, operated out of Seattle to Alaska, by 1945 still regist. as owned by Lindel G. Gray of Portland.

NABESNA ex LAKE FILBERT

2451 tons gross, 4115 dwt.

Built in 1919

By Toledo Shipb/ Co., Toledo, Ohio

For USCB.

One of series built by Toledo, being a larger version than previous ship
Measured 251 x 43.6 x 25.3

Triple expansion engine of 2500 hp. She was completed for the USCB in
1919 and was brought to the West Coast as the NABESNA by the Alaska SS Co
of Seattle. In 1928 she came under the ownership of the McCormick SS Co.
who sold her in April 1940 to the French Line. Under French ownership
she was renamed the ANGOULEME. -- JL.

1945-46. Still owned by Transports Maritimes (Cie. Gen. d'Armements
Maritimes, Mgrs.) Havre, France.

N ANN SMITH

2009 gross tons, 2250 H feet cap, 3500 tons dwt.

Built in 1907

By NewpNews Shipb Co., NewpNews, Va

For

Sister to CATHERINE G. SIDDEN ex GEO. W. FENWICK.

She was owned until 1916 by the C A Smith Lumber Co., dropping from registry in 1917. -- JL.

NAVAJO

2755 gross, 1600 M cap

Built 1910-11

By Craig Shipb.Co., Long Beach, Calif.

For Western Steam Nav. Co.

She was fitted for accommodations for 30 passengers, which brought her gross tonnage above that of the GEN. HUBBARD; but she was identical with that vessel in hull dimensions and engines. She was operated by Swayne and Hoyt for her owners, the Western Steam Nav. Co. of SF, until 1916 when she was sold to F W Croll of Chicago. In 1917 she was resold to the Navajo SS Co. of New York and was destroyed by fire later that year in the Atlantic.- J.L.

NIZINA ex KITCHIKAN ex EUREKA

2122 gross tons, 3550 tons dwt.

Built 1899

By Cleveland Shipb. Co., Lorain, Ohio

For Eureka Transit Co., Cleveland

Had a 900 hp triple exp engine, supplied by builders.

In 1902 she was brought out the Pacific by the Globe Nav. Co. of Seattle and in 1903 was taken over by the Pacific Coast Co. In 1916 she was bought by the Alaska SS Co. who renamed her the KITCHIKAN and some 10 years later changed her name again to the NIZIMA. She was sold to the Japanese for scrap in 1937. -- JL.

NORTH PACIFIC ex INISKIN ex DOYLESTOWN

2632 gross tons, 3800 tons dwt.

Built in 1919

By Albina Eng. & Mach. Works, Portl, Ore.

for USSB.

One of fifteen sisters, last of series of 17 ships built by Albina during and named after War I. Eng. by Albina, 1400 hp tripexp. In 1924 she was sold by USSB to Charles Nelson SS Co., SF. In 1936 sold to Iniskin Drilling Co., LA, who renamed her INISKIN, who sent her to Alaska along with the barge (ex schr) COWBOY to carry the materials and equipment for exploratory oil drilling. In 1937 she was bought by the Northland Transportation Co. of Seattle who renamed her the NORTH PACIFIC, and a year later she was acquired by the Santa Ana SS Co., also of Seattle replacing the W. M. TUPPER in the Seattle-Kuskokwim River trade. - JL In 1945-46, reported owned by "Wallace Langley and others" of Seattle, Wash..

NORTH WIND ex NOSA DUKE ex WINEOLA

2448 gross tons, 3950 tons dwt.

Built in 1918

By New York Ship Co., Camden, N J

For Atlantic Transport Co.

Requisitioned by USSB. Measured 300 x 40 x 23, had a trip exp eng, 1450 hp by builders. After a few years under the ownership of Grace Line of NY she was sold in 1927 to the New Orleans and So. American SS Co., who later renamed her NOSA DUKE. In 1932 she became the NORTHWIND of the Northland Transportation Co., Seattle, who still owned her in 1940. -- JI

ADMIRAL GOODRICH ex AROLINE

1419 tons gross, 1200 M cap.

Built in 1913

By Union Iron Works

For

Ten feet shorter, 2 feet deeper than near sisters, HENRY T. GOTT and WM. CHATHAM, had identical set of triple expansion engines of 1250 hp. She was first owned for two years by a single-ship co. of SF. In 1916 she was bought by the Pacific Alaska Nav. Co. who renamed her the ADMIRAL GOODRICH. In 1924 she became the NOVO of the National Steamship Co., running between SF and Mendocino ports. She was wrecked without loss of life on Point Arena, 10 June 1935. - JL.

NORTH SEA ex ADMIRAL PEOPLES ex MARY WEEMS ex PLAINFIELD

3133 tons gross.

Built in 1913

By Bethlehem Shipb. Co., Elizabethport, N J.

For

Sister to TIPTON. She was the MARY WEEMS of The Balt. and Calif. SS Co., and still later the ADMIRAL PEOPLES of the Portl-Calif SS Co. In 1935 she became the NORTH SEA of the Northland Transportation Co. of Seattle, who still owned her in 1940. -- JL.

In 1945-46 her owner is shown in Lloyds to be Gilbert W. Skinner, Seattle.

NOYO, EX GRIFFDU

1484 tons, gross; 2400 tons dwt.

Built in 1920

By J F Duthie & Co., Seattle

For James Griffiths, Seattle

220 x 40 x 13½ dimensions.

One of two sister steamships built for Griffiths, built as GRIFFDU. She was operated by the Universal SS and Barge Co. of Seattle until 1929 when she was acquired by the Charles Nelson interests of SF. After their liquidation in 1937, she became the NOYO of the Union Lumber Co., of SF, who sold her in July 1940 to the Thailand government. She was then renamed the NANG SU'ANG NAWA, "Nawa" being the equivalent in Siamese of the Japanese term "Maru". The NANG SU'ANG NAWA arrived at Bangkok in October 1940. -- JL.

OLIVER OLSON, ex SAN PEDRO ex POINT BONITA

2675 tons, 3300 tons dwt. 289 x 44 x 19

Built in 1913

By Albina Engine and Machine Works, Portl, Ore.

For Scandinavian owners.

Requisitioned by Shipping Board in 1913 before completion.

Engines built by Endicott Corp.

One of fifteen similar types, originally intended to be named VIKING for Danish owners. Named POINT BONIA by USSB. In 1920 she was bought by the Pacific Mail SS Co., who sold her in 1924 to Hammond L. Co., of SF.

In 1932 she became the OLIVER OLSON, owned by OLIVER J. Olson Co., SF.

In June 1940 was acquired by McCormick SS Co. of SF. - JL.

No record of final sale to McCormick noted in book "Time, Tide and Timber"

OLIVER OLSON resumed service in coastwise trade for Olson until 1953, when she was wrecked on breakwater at entrance to Coquille River, Oregon. She was stripped and scrapped.

OLSON AND MAHONY, ren PROVIDENCIA ren SANTA AGUEDA

1497 gross, 1600 M feet cap.

Built in 1907

By Harlan and Hollingsworth, Wilmington, Del. (Bethlehem)

For Olson and Mahony, SF

She was covered by her builders with a 1200 horsepower trip exp engine. In 1915 she was sold to the owners of the Boleo copper mine of Sta. Rosalia, Mexico, who renamed her the PROVIDENCIA. She traded for many years between the mine and SF, going under French registry in 1920, and still being afloat in 1925. -- JL.

Correction: In 1915-16 sold by Olson and Mahony to S E Slade Co., SF, renamed PROVIDENCIA and continued in coastwise lumber trade, making regular voyages to Santa Rosalia with lumber from the Pac. Northwest. Finally by 1922-23 she was actually owned by Boleo, registered only as being "French", but with no home port given in Lloyds for that year. Finally she was registered in Bordeaux, France, and continued in the service of Boleo until 1946. Between 1940 and 1943 she was renamed SANTA AGUEDA, but continued her calls to the Pac Northwest, bringing ore and copper to Tacoma, returning to Sta. Ros with pitprops and mining supplies. As the SANTA AGUEDA, her last trip to Tacoma was in August 1945, sailing from Tacoma on 10 August for Vancouver BC and then back to Mexico. Probably sold after this last trip.

OLYMPIC ex WAR SHELL ex LAKESHORE

1376 tons, 3000 tons dwt.

252 x 43.5 x 18.9

Built in 1917

by Toledo Shipb.Co., Toledo, Ohio.

For Cunard Line.

Requisitioned by USSB on completion, renamed LAKESHORE. Builders also contr. engines. Sold in 1932 by USSB to F K Wood Lumber Co., SF who renamed her OLYMPIC. She was still owned in 1940 by F K Wood Co.

Had trip exp engines 1200 hp; earliest of series placed on order by A R Lewis of NY, for Cunard and British government. -- JL.

1946 sold to Swedish owners, went from P-c Coast to Baltimore thence to Baltic. Capt. H G Wigsten made trip around on OLYMPIC as mate, intending to go to Sweden but getting off in Baltimore. Voyage made in late 1946 or Spring 1947.

PETER HELMS ex HUTCHINSON

3326 gross tons, 5000 tons dwt. cap.

Built in 1920

By Mobile Shipb.Co., Mobile, Ala.

For USSB

One of four sisters this yard which came to PacCoast.

324 x 46.2 x 25; 1600 hp trip exp eng by Elliott Mach Wks, Balt.

In 1929 sold by USSB to McCormick SS Co. who renamed her PETER HELMS.

She was still owned by McCormick interestes in 1941.-- JL.

1945-46, still owned by Pope and Talbot.

In February 1947, stopped in San Pedro for cargo, had deck-load lumber on board, bound for Porto Rico, where she was sold.

POINT ARENA ex DEMOCRACY ex JUPITER ex SCANDINAVIC

4673 gross tons, 7320 tons dwt. cap.

Built in 1917

By Standard Shipb. Corp, Shooter's Isl., New York

For Transatlantic Co., Gothenburg, Sweden.

Requisitioned by USSB upon completion, who renamed her JUPITER.

Measured 377 x 42 x 26.8, had a trip exp eng of 2300 hp by builders.

Under the USSB ownership she was renamed DEMOCRACY, and in 1929 was bought

by Chas. Nelson Co., of SF. In 1937 she became the POINT ARENA of

Swayne and Hoyt, SF, who sold her in Jan 1940 to Greek owners, who

shortened her name to ARENA. -- JL.

POINT BRAVA ex USS (3) KIS ex MANHATTAN ISLAND (2)

4324 gross tons, 7315 tons dwt. cap.

Built in 1919

By Downey Ship b Corp. WELINGTON, NY

For USSB

One of a few steamers built this yard which came to West Coast.

386 x 52.2 x 27.4, trip exp eng 3000 hp, by builders.

In 1926 she was bought by the ~~Swickard~~ Guild-Finkbine Transp. Co of Wilmington, Del, ~~which~~ from the USSB, by which time she had been rechristened the MANHATTAN ISLAND. In 1931 Swayne and Hoyt bought her and renamed her the POINT BRAVA. She was sold with four of her sisters to the Ocean Dominion Line late in 1939 and a year or so was renamed ALCOA GUIDE. (Also POINT CHICO, POINT CALETA, POINT PALMAS, POINT SALINAS). In Nov 1940 she got ashore in the St. Lawrence some 30 miles E of Quebec and her bottom plates were badly damaged; but she was back in service in a few months.-- JI.

POINT CALETA ex DIO

4823 gross, ~~5450~~ 7815 tons dwt. cap.

Built in 1919

By Downey Shipb Corp, Wrlington, NY

For USSB

One of several sisters that came to West Coast .

336.3 x 52.2 x 27.4, trip exp eng 3000 hp by builders.

Similar history to four sisters, coming to Swayne and Hoyt about 1931, being renamed POINT CALETA; in Dec 1939 sold to Alcoa Line and renamed ALCOA CADET.-- JL.

POINT CHICO ex ABRON

4905 gross tons, 7815 tonsdwt cap.

Built in 1918

By Downey Shipb Co., Arlington, N Y

For USSB

One of group of ships which came to West Coast.

386.8 x 52.2 x 27.4

Trip exp eng 3000 hp by builders.

Around 1930 she was bought by Swayne and Hoyt of SF, and renamed the Point Chico. In Dec 1939 SWAYne and Hoyt sold her to the Ocean Dominion Steamship Corp, a subsidiary of the Alum. Co. of America, to carry bauxite from Surinam to this country. A year later the line was rechristened the Alcoa SS Corp, and the freighter was renamed ALCOA GUARD. -- JL.

POINT PALMAS ex SABOTAWAN

4369 gross, 7815 tons dwt.cap.

Built in 1919

By Downey Shipb. Corp, Arlington, NY

For USSB

One of small group of freighters this builder which came to Pac Coast.

386.3 x 42.2 x 27.4, 3000 hp trip exp eng by builders.

Owned by Finkbine-Guild Transportation Co., NY, sold to Swayne and Hoyt about 1931 renamed POINT PALMES; in Dec 1939 sold with POINT CAIETA, POINT BRAVA and POINT CHICO and POINT SALINZS to Alcoa, renamed ALCOA PILOT. -- JL.

POINT SALINAS ex DOCHET

4336 gross tons, 7315 tons dwt. cp.

Built in 1919

By Downey Shipb Corp, Arlington, NY

For USSB

One of several sisters which came to Pac Coast.

336.3 x 52.2 x 27.4, trip exp eng 3000 hp by builders.

In 1931 sold to Swayne and Hoyt w/c renamed her POINT SALINAS; In Dec 1932 sold by Swayne and Hoyt to Alcoa, along with POINT CHICO, POINT PALMAS, POINT CALETA, and POINT BRAVA. POINT SALINAS renamed ALCOA SCOUT. ** JL.

POINT SAN PABLO ex MINOOKA

3280 gross tons, 5000 tons dwt.

Built in 1920

By Mobile Shipb Co., Mobile, Ala

For USSB

One of four that came to West Coast, built by this yard.

224 x 46.2 x 25. 1600 hp trip exp engine by Ellicott Machine Works, Balt.

In 1920 she was bought from the USSB by the Gulf Pacific Line of SF, operated by Swayne and Hoyt, who renamed her POINT SAN PABLO. A couple of years later she was resold to the McCormick SSC o. of SF, who still owned her in 1941.-- JL.

Remained under McCormick-Pope and Talbot ownership during and shortly after war, when she was sold to Puerto Rico owners. In March 1947 she left San Pedro for Puerto Rico where she was sold. Laid up San Pedro for several months prior to departure.

POINT SAN PEDRO ex HOUSTON

Built in 1920

By Mobile Shipb.Co., Mobile, Ala

For USSB

3280 gross, 5000 tons dwt.cap.

324 x 46.8 x 25 feet. 1600 hp trip exp eng by Ellicott Mach Wks, Balt.
She was bought in 1920 along with MINOOKA by Swayne and Hoyt, who renamed her POINT SAN PEDRO. In 1931 she passed to McCormick SS Co., who still owned her in 1941. -- JL.

1945-46. Owned by Pipe and Talbot of SF as POINT SAN PEDRO.

POINT CALETA ex DIO

4823 gross, ~~5450~~ 7815 tons dwt. cap.

Built in 1919

By Downey Shipb Corp, Burlington, NY

For USSB

One of several sisters that came to West Coast .

336.8 x 52.2 x 27.4, trip exp eng 3000 hp by builders.

Similar history to four sisters, coming to Swayne and Hoyt about 1931, being renamed POINT CALETA; in Dec 1939 sold to Alcoa Line and renamed ALCOA CADET.-- JL.

POINT CHICO ex ABRON

4905 gross tons, 7815 tonsdwt cap.

Built in 1918

By DowneyShipb Co., Arlington, N Y

For USSB

One of group of ships which came to West Coast.

386.3 x 52.2 x 27.4

Trip exp eng 3000 hp by builders.

Around 1930 she was bought by Swayne and Hoyt of SF, and renamed the Point Chico. In Dec 1939 SWAYne and Hoyt sold her to the Ocean Dominion Steamship Corp, a subsidiary of the Alum. Co. of America, to carry bauxite from Surinam to this country. A year later the line was rechristened the Alcoa SS Corp, and the freighter was renamed ALCOA GUARD. -- JL.

POINT PALMAS ex SABOTAWAN

4869 gross, 7815 tons dwt.cap.

Built in 1919

By Downey Shipb. Corp, Burlington, NY

For USSB

One of small group of freighters this builder which came to Pac Coast.

386.3 x 42.2 x 27.4, 3000 hp trip exp eng by builders.

Owned by Finkbine-Guild Transportation Co., NY, sold to Swayne and Hoyt about 1931 renamed POINT PALMES; in Dec 1939 sold with POINT CALETA, POINT BRAVA and POINT CHICO and POINT SALINZS to Alcoa, renamed ALCOA PILOT. -- JL.

POINT SALINAS ex DOCHET

4336 gross tons, 7315 tons dwt. cp.

Built in 1919

By Downey Shipb Corp, Arlington, NY

For USSB

One of several sisters which came to Pac Coast.

336.3 x 52.2 x 27.4, trip exp eng 3000 hp by builders.

In 1931 sold to Swayne and Hoyt who renamed her POINT SALINAS; In Dec 1932 sold by Swayne and Hoyt to Alcoa, along with POINT CHICO, POINT PALMAS, POINT CALETA, and POINT BRAVA. POINT SALINAS renamed ALCOA SCOUT. ** JL.

POINT SAN PABLO ex MINCOKA

3280 gross tons, 5000 tons dwt.

Built in 1920

By Mobile Shipb Co., Mobile, Ala

For USSB

One of four that came to West Coast, built by this yard.

224 x 46.2 x 25. 1600 hp trip exp engine by Ellicott Machine Works, Balt.

In 1920 she was bought from the USSB by the Gulf Pacific Line of SF, operated by Swayne and Hoyt, who renamed her POINT SAN PABLO. A couple of years later she was resold to the McCormick SSC o. of SF, who still owned her in 1941.-- JL.

Remained under McCormick-Pope and Talbot ownership during and shortly after war, when she was sold to Puerto Rico owners. In March 1947 she left San Pedro for Puerto Rico where she was sold. Laid up San Pedro for several months prior to departure.

POINT SAN PEDRO ex HOUSTON

Built in 1920

By Mobile Shipb.Co., Mobile, Ala

For USSB

3280 gross, 5000 tons dwt.cap.

324 x 46.8 x 25 feet. 1600 hp trip exp eng by Ellicott Mach Wks, Balt.
She was bought in 1920 along with MINOOKA by Swayne and Hoyt, who renamed her POINT SAN PEDRO. In 1931 she passed to McCormick SS Co., who still owned her in 1941. -- JL.

1945-46. Owned by Pipe and Talbot of SF as POINT SAN PEDRO.

QUIBIAN ex

A. M. BAXTER ex H W BAXTER, ex COWANSHAWOCK

2428 gross tons, 1200 tons dwt.

Built in 1919

By Great Lakes Engineering Works, Astabula, Ohio

For USSB

One of five which came to Pacific Coast. 253.4 x 43.6 x 25.1, with tripexp eng of 1300 to 1500 hp, mf by builders. Sold in 1923 to Horace X. Baster SS Co., of SF, who renamed her first the H W BAXTER and late the A M BAXTER. She was under the same ownership in 1940. - - JL. Same ownership in 1945-46. About 1946 sold to Panamanian owners and renamed QUIBIAN, and as such was in Los Angeles Harbor in 1947. Fitted with three hatches, a "three-gear ship" with engines aft. Had long booms and hatches for handling piling and poles.

REDONDO

579 gross tons, 900 M cap.

Built in 1902

By Craig Shipb. Co., Toledo, Ohio

For

First owned by Swayne and Hoyt of SF, who sold her about 1906 to the Simpson L. Co. In 1911 she was acquired by the Inter-Ocean Transp. Co. a subsidiary of the C A Smith Lumber Co.; while in 1915 she came under the ownership of the Alaska Steamship Co., Seattle. In 1937 she was converted to a floating sardine reduction plant, with her main engine removed, by the Redondo Fish Products Co. of SF, who still owned her in 1940. -- JL.

Was tied up at Point Richmond, Calif, North side of dock, close by hulk of former bktn MONITOR.

RIVERSIDE

1333 gross tons, 2400 tons dwt, 1450 M cap. 240 x 41 x 20

Built in 1908

By Moran Co., Seattle

For Charles Nelson Co., SF

One of four similar ships built by Moran 1908-10. "Redked without loss of life on Cape Mendocino, 19 June 1913. -- JL.

SI. HELENS

1497 tons gross,

Built in 1907

By Harlan and Hollingsworth, Wilmington, Del.

For E J Dodge Co., SF.

Sister to OLSON AND MAHONY. Measured 224.3 x 41.2 x 20.6. In 1916 she was sold to Tiltro, Ltd. of NY, who put her in the transatlantic trade. She was torpedoed by a German submarine and lost with 24 of her crew in 45-57 N, 11-19 W, on October 15, 1917.-- JI.

While in Pac coast lumber trade carried square-sail on foremast, similar to older and smaller wooden singleenders of early years.

SAMOA, ex LAKE PEPIN.

1997 tons gross, 3000 tons dwt.

Built in 1918

By McDougall-Duluth Co., Duluth, Minn.

For USSB 251 x 43.6 x 13.1

One of two of a long line of freighters built by this owner for the USSF which came to Pacific Coast.

She had a trip exp engine of 1250 hp, supplied by builders. In 1923 she was bought by the Hammond Lumber Co. of SF, and renamed SAMOA. They sold her in 1936 to the Wheeler Logging Co., Portland, Ore, who resold her in Feb 1941 to W A Schaefer of that port.-- JI.

1945-46, reported owned by US Marit. Commission, still named SAMOA, home port Portl, Oregon.

SAN GABRIEL

434 tons gross. 500 M cap.

Built in 1903

By United Engr'g Works, SF

For Kerckhoff Cuzner Mill & Lumber Co., LA.

Had compound engine of 400 hp, bybuilders.

SAN GABRIEL bought in 1916 by Gulf Mail SS Co., and foundered off Cape San Lucas, Lower Calif. 17 Sept, 1918, taking down her crew of 20.- JL

SANTA INEZ ex FALCON

1338 gross tons, 2400 tons dwt, 1450 M feet cap.

Built in 1908

By Moran Co., Seattle

For E C Caine, Seattle

Cost \$225,000, and was sold in February 1909 by his estate to the Chas. Nelson Co., of SF. One of four similar vessels built by Moran from 1903 to 1910; In 1917 she became the SANTA INEZ of the Grace Line, and in 1921 was bought by Thos. Crowley. A F Mahony of SF owned her from 1923 to 1936, when she was sold to the Pacific Ocean Products Co. and had a sardine reduction plant installed. In Jan 1940 she was sold to Wm. C T Hwang of Hongkong, by the Santa Inez Fisheries Co., and in October 1940 she arrived at Shanghai from San Francisco. - J L

SANTA MONICA ex HUBERT SCHAFER ex LAKE SEBAGO

2010 tons gross, 3000 tons dwt.

Built in 1913

By Toledo Ship. Co., Toledo, Ohio

For USSB

One of a series built by Toledo Ship., but was not far enough along, when requ. by USSB, to have been given a name by Cunard, the original contract party. She was bought in 1923 by the Pacific Spruce Corp, and in 1932 became the HUBERT SCHAFER of the Schafer Brothers Lumber and Shingle Co., S.F. In Sept 1940 they sold her to a Panama corporation which renamed her SANTA MONICA. -- JL.

Still afloat under this name in 1946. May 1946 seen off Chilean coast.

SANTA RITA ex WILLIAM CHATHAM

1600 tons gross, 1450 M cap.

Built in 1913

By Union Iron Works, San Francisco

For Loop Lumber Co., SF

Had triple exp engine of 1250 hp, made by builders.

Owned as single ship corporation until 1915, then becoming SANTA RITA of Grace SSGo. In 1922 she was bought by A F Mahony of SF, and a year or so later was lost on the Oregon or Washington coast. - J L

1923-24 Owned by Crowley and Mahony.

Out of Registry 1924-25.

SCOTIA ex LAKE GALEWCCD

2639 gross tons, 4050 tons dwt.

Built in 1919

By Manitowoc Shppb Co., Manitowoc, Wisc.

For USSB

She had a trip exp engine of 1450 hp, built by Nordberg Mfg Co of Milwaukee. In 1930 she was bought from the Peninsula State SS Corp of NY by Root. C. Sudden of SF. In 1935 she was acquired by the Pacific Lumber Co., also of SF who renamed her the SCOTIA. She was owned in 1940 by the Pacific Lumber Transportation Co. -- JLA

SILVERADO

2328 gross tons

Built in 1918

By Craig Shipb. Co., Long Beach, Calif.

For Western Transport Co., LA.

Sister to ELDORADO, requisitioned by Shipping Board who sold her in 1923 to McCormick SS Co. of SF, who incorporated her as the Silverado Steamship Co. She was still under that ownership in 1941. - JL

SKAGWAY ex STANDEY DOLLAR

1838 tons gross, 2400 tons dwt., 1450 M cap. 240 x 41 x 20.

Built in 1908

By Moran Co., Seattle

For DollarSS Line, SF

One of four similar steamers built by Moran 1903-10. In 1917 she was bought by the Alaska SS Co., of Seattle and renamed SKAGWAY. In 1925 she was transferred to the Skagway SS Co. of LA. She was lost by fire off Tatoosh Is., 15 Dec 1929, with no casualties.-- JL.

SUSAN OLSON ex PARAIISO

1333 gross, 1100 M cap.

Built in 1912

By Craig Shipb. Co. Long Beach, Calif.

For

Passenger accommodations for 46, completed in 1912. She had a pair of 450 hp compound engines manufactured by her builders, turning twin screws. The PARAIISO was owned by the Long Beach SS Co., but like her two preceding sisters was managed by Swayne and Hoyt of SF. In 1918 she was bought by the Oliver J. Olson Co. of SF who renamed her the SUSAN OLSON, and still owned her at the start of the current war. --JL.

TALLAC ex MELVILLE DOLLAR ex SIMON J. MURPHY

1360 tons gross, 1200 M feet cap.

Built in 1895

By F W Wheeler and Co., West Bay City, Mich.

For

In 1901 she was brought to salt water under the ownership of the M S Dollar Co., SF, who renamed her the MELVILLE DOLLAR. In 1907 she was sold to the Tallac Co., SF, and renamed the TALLAC: while in 1916 she was resold to West Coast owners. The TALLAC is out of registry in 1920. she had a 650 hp trip exp engine, constr by the Wheeler Co.-- JL.

TAMMICO

2133 gross tons, 3000 tons dwt.

Built in 1900

By Craig Shipb. Co., Toledo, Ohio

For

Had 1000 hp tripexp engine built by Detroit Shipb.Co.

Brought to West Coast by Globe Nav. Co., sold to Pacific Coast Co. who operated her chiefly as a collier. During the first world war sent to the Atlantic, and by 1925 was back on the Lakes, being operated as a collier out of Detroit. She was still so serving in 1940. -- JL.

TAMMICO

2133 gross tons, 3000 tons dwt.

Built in 1900

By Craig Shipb. Co., Toledo, Ohio

For

Had 1000 hp tripexp engine built by Detroit Shipb.Co.

Brought to West Coast by Globe Nav. Co., sold to Pacific Coast Co.

who operated her chiefly as a collier. During the first World War she went to the Atlantic, and by 1925 was back on the Lakes, being operated as a collier out of Detroit. She was still so serving in 1940. -- JL.

WALLINGFORD

2256 gross tons,

Built in 1919

By Craig Shipb.Co., Long Beach, Cal f.

For

Sister to ELDORADO and SILVERADO. Taken over upon completion by Shipping Board, who sold her to McCormick SS Co. in 1923 who incorporated her into the Wallingford SS Co. In April 1940 they sold her to the French Line, who renamed her the LIMOGE. France fell before the LIMOGE could cross the Atlantic; she was laid up for a time in a Canadian port, and was then requisitioned by the Canadian Minister of Transport. - JL

WATSONVILLE, ex CALLABASAS

2740 tons gross, 3300 tons lwt.

Built in 1918

By Albina Eng. & Mach. Works, Portl, Ore.

For USSB, engines 1400 hp triple exp by Ellicott, Balt.

Built for USSB, sold to Callabadas Steamship Co. of NY in 1920; in 1929 sold to Hammond Lumber Co., SF, renamed WATSONVILLE. In 1940 transferred by Hammond Co. to Transpacific SS Co. of Panama, and in February 1941 went under Panamanian registry. - JL. One of fifteen sisters built by Albina. E.JL.

Out of registry this owner, this name by 1945-46.

WEST PLANTER ex TEXAS PLANTER ex LAKE FLATONIA

2609 gross tons, 4145 tons dwt.cap.

Built in 1919

By McDougall-Duluth Shipb.Co., Duluth, Minn.

For USSB. Engines 1425 hp trip exp by builders.

The USSB sold her to the Baltimore and Tampa SS Co. of Baltimore, who sold her in 1927 to the New England, New York and Texas SS Co., of NY. This company shortened its name to the Newtex SS Corp, and renamed the LAKE FLATONIA the TEXAS PLANTER. In 1934 she was bought by the McCormick interests of SF and renamed the WEST PLANTER. She was sold to the French Line in April 1940.-- JL.

In 1945-46 she was owned by the French Line under the name of VANES.

WEST SHIPPER ex TEXAS SHIPPER ex LAKE GIDDINGS

4050 tons dwt. cap.

Built in 1920

By Chicago Shipb. Co., Chicago, Ill.

For USSB

Had trip exp engn 1425 hp, made in American Shipb Co., Lorain, Ohio.

USSB sold her to Balt and Tampa SCo. of Baltimore. In 1928 she was acquired by the New England, New York and Texas SS Co., who later shortened their name to the Newtex SScorp, and renamed the steamer the TEXAS SHIPPER:

In 1935 she was bought by the McCormick SSC of SF, and rechristened the WEST SHIPPER. They sold her in Jan 1941 to the Stockard SS Co of New York who renamed her CARIBQUEEN. -- JL.

WINNEBAGO

1091 gross tons,

Built in 1903

By Columbia Iron Works, St. Clair, Mich.

For

Had trip exp engine, by builders.

In 1907 she was brought to SF by the Coast Shipping Co., SF. She was wrecked without loss of life on Point Arena 31 July 1909, bound from Everett, Wash to San Diego, via San Francisco. -- JL.

W. M. TUPPER

1352 tons gross.

Built in 1917

By Merrill-Stevens Co., Jacksonville, Fla.

For Gulf and Southern SS Co., ordered in 1916.

213 x 33 x 25.

Requisitioned by USSB. About 1924 she was bought by the Santa Ana SS Co. of Seattle who operated her in the Kuskokwim River trade, until June 1933, when she was retired and replaced by the DOYLESTOWN. In April 1940 she was sold to a Scandinavian Steamship corporation, and went under Panamanian registry. The W.M. TUPPER had a trip exp eng of 750hp, made by the Kingsford Foundry and Mach. Works.-- JL.

1945-46, Owned by M. Nemazee, Wallem & Co. Mgrs., Panama. Gross tonnag changed to 1756.

W. R. CHAMBERLIN JR. ex STANLEY DOLLAR ex ADELINE SMITH

2264 tohs, gross; 4060 grossx tons dwt.

238.8 x 44.9 x 19

Built in 1912

By NewpNews Shipb Co., NewpNews, Va

For

Shewas owned until 1917 by the C A Smith Lumber Co., and its subsidiary, the Inter-Ocean Transp.Co. In 1918 she was acquired by the Dollar SS Line and renamed STANLEY DOLLAR, while a few years later she was resold to W R Chamberlin of SF and renamed W. R. CHAMBERLIN JR. In 1943 she was refitted by the U S Navy as a repair ship, under the name U S S TACKLE.

-- JL.

Commanded by Capt. "Danish Prince" Hansen, she went out to So. Africa and through the Indian Ocean to the Red Sea for salvage work. Hansen had been in the salvage ship TAHOE for years, and worked with Capt. Midnight Olsen.

Following list of ships built by Submarine Boat Corp., subsidiary of Electric Boat Co., yard at Newark, New Jersey., which came to Pacific Coast. All built on same dimensions, for U S Shipping Board. Dimensions: 324 x 46.2 x 25 feet, 5350 tons dwt.cap., 1500 hp geared steam turbines all built by Westinghouse, Essington, Pa. Listed by original names first, then subsequent names.

1913

CHESTOPA ren PHYLLIS SOTO

3545 tons

Bought in 1926 from Shipping Board by Charles Nelson Co., SF. In 1937 she was sold to P F Soto who renamed her PHYLLIS SOTO, and a year later sold her to Yugoslav owners. -- JL

1919

MILWAUKEE BRIDGE, ren MALAMA

3275 gross tons

Bought in 1926 by Matson from Shipping Board who renamed her MALAMA, still owned by Matson in 1941. One of first casualties of War II; on Jan 1, 1942 while far out in the Pacific, she reported by radio that an unidentified aircraft had ordered her to heave to. Nothing has been heard of ship or crew since. -- JL.

BOUND BROOK, renamed POINT BONITA renamed COAST BANKER ren RODINA, re C.B
3283 gross tons

Sold by USSB in 1925 to Sayne and Hoyt, SF, who renamed her POINT BONITA. In 1936 she became the COAST BANKER of the Coastwise Line, Portland, Oregon who still owned her in 1940. -- JL. About 1944 she was renamed RODINA, and by 1945-46 was again named COAST BANKER, owned by the US Mar. Commission.

BUFFALO BRIDGE

3273 gross tons

Bought in 1926 by Chas Nelson Co., SF. After a long lay up in Antioch, Calif, she was sold late in 1937 to be scrapped in Japan. Her last voyage was a hard one, as she had to put back to Honolulu with boiler trouble twice before reaching Japan. -- JL. In 1930's laid up in Winslow, along with MOSHUTU, MONONGAHELA, and other Nelson Steamers. Capt. McDonald shipkeeper on these ships.

Submarine Boat Corp. ships (cont'd)

CONTINENTAL BRIDGE, ren POINT FERMIN ren FLORIDA

3283 gross tons

Bought by Swayne and Hoyt about 1925, renamed POINT FERMIN. In 1934 she was sold to the Record SS Co., NY, and renamed FLORIDA. She is out of registry about 1936.-- JL.

FEDERAL BRIDGE, ren POINT MONTARA, ren COAST MERCHANT

3283 tons

Bought by Swayne and Hoyt in 1926 from USSB, renamed POINT MONTARA. In 1936 she was acquired by Coastwise Line of Portland, Ore. and renamed COAST MERCHANT. -- JL.

MARSODAK, ren BALLADIER

3279 gross tons

Bought by Chas. Nelson Co. in 1927, and ten years later sold to East Coast owners who renamed her the BALLADIER. -- JL.

TASHMOO

3283 gross tons

Bought by Chas. Nelson Co. in 1929. Sold by Fed. Court in 1937 to Japanese owners, for scrap, along with BUFFALO BRIDGE and FORT ARMSTRONG. -- JL.

RIVERSIDE BRIDGE, ren POINT ARENA, ren COAST FARMER

3290 gross

Came under Swayne and Hoyt ownership in 1927 as POINT ARENA. In 1936 she became the COAST FARMER of the Coastwise Line, Portl. who still owned her in 1940. -- JL.

MORAVIA BRIDGE, ren MANA

3283 tons

Sold by USSB in 1925 or 1926 to Matson Nav. Co. of SF who renamed her the MANA. Matson put her under Honduran reg during our neutrality period in 1940, without change of ownership.-- JL. 1945-46. Owned by US Mar. Commission, reg. Puerto Cortez, Hon.

FLOW CITY

3232 gross tons

In 1927 bought by Chas. Nelson Co. Ten years later sold to Wilmington Del owners and in 1941 was bought by Hedger SS Corp of Wilm. -- JL.

Submarine Boat Co.kships, (cont'd)

SUNEID

3545 gross tons

Bought in 1927 with FLOW CITY, and sold in 1937 with FLOW CITY to Wilmington, Del. owners. In 1941 again sold with FLOW CITY to Hedger SS Corp of Wilm. Del. -- JL.

1920

HOLYOKE BRIDGE, ren POINT REYES, ren COAST TRADER

3286 gross tons

In 1926 bought by Swayne and Hoyt from USSB, renamed her POINT REYES. In 1936 she became the COAST TRADER of the Coastwise Line, Portl. -- JL.

FORT ARMSTRONG

3249 gross tons

Bought by Chas. Nelson Co. in 1926 from USSB. After that company went into bankruptcy, she was sold in 1937 to be broken up in Japan, she and the BUFFALO BRIDGE and TASHMOO bringing \$130,000 for the three. -- JL.

EAST CHICAGO, ren POINT SUR, ren COAST SHIPPER

3286 gross tons

Bought in 1926 by Swayne and Hoyt, ren POINT SUR. In 1936 bought by Coastwise Line and renamed COAST SHIPPER. -- JL.

1943-46. Still owned by Coastwise Line as COAST SHIPPER.

PITTSBURG BRIDGE, ~~MALA~~ ren MALA ren MAPELE

3545 gross tons

Bought by Matson Line in 1927, renamed MALA. About ten years later she was renamed MAPELE and she was still owned by Matson in 1941. -- JL.

NESHOBEE, ren POINT GORDA, ren COAST MILLER

3283 gross tons

In 1927 she was sold to Swayne and Hoyt, renamed POINT GORDA. In 1937 sold to Coastwise Line of Portl, and renamed COAST MILLER. This was the 118th vessel built at Neward by the Subm. Boat Co. for the USSB.-- JL.

Submarine Boat Co. (Cont'd)

With completion of 118th hull, US33 cancelled orders on contract for last 32 ships, out of total of 150 ships originally ordered. Sub Boat Co. arranged to dispose of balance of 32 hulls, not yet built, but with material on hand, and Sub Boat Co finished all of them. Italian government first was interested in all, but dropped out of picture as shipping business declined. Operated by Sub Boat Co to Cuba, Europe, Gulf and West Coast. In 1925 Sub Boat Corp separated from parent Company, Electric Boat Co; in 1929 Sub Boat Co. went into receivership. Fleet ~~xxxxx~~ was sold to the Dollar interests of SF for \$400,000 for the 26 remaining ships, which had cost about \$25,000,000 to build. Some went into service in the Portland-California SS Co, service, and Admiral Lines, others were scrapped.

SUCARSECO

3235 gross tons

Originally to have been named ITALIA, but when It gov't decided not to buy her, the name was changed to conform with others of the Submarine Boat Co. fleet. She was acquired about 1932 by the Portland Calif. SS Co., Scrapped in 1939. -- JL.

SUBOATCO

3285 tons

Acquired by Portl-Calif SS Co. about 1932, Scrapped about 1939. JL

SUEPCO

3545 tons

Scrapped in 1935

SUNELSECO

3545 tons

Scrapped in 1939

SUPORTCO

3285 tons

Scrapped in 1939

SUDORCO

3545 tons

Scrapped in 1935

... .. U. S. Fleet, cont'd)
SUTRANSCO, ren ADM. CHASE

3285 tons gross

Became ADMIRAL CHASE of the Pacific SS Lines, SF, about 1930. She was laid up at SF in 1936 and in 1939 was bought by A C Stralla (Tony Cornero) for \$75,000. Early in 1940 he resold her to the American Trading Co., of SF, who put her back in service and sold her a few months later to W. R. Carpenter of Sydney, Australia. -- JL.

1945-46. Still owned as ADM. CHASE by Overseas Shipping Ltd., W R Carpenter, Port Moresby, Australia.

SUTERVCO, ren ADMIRAL DAY

3285 gross tons

Became ADMIRAL DAY of Portl-Calif SS Line, and was laid up at SF in Febr 1936. In 1940 she was bought by the American Trading Co. who refitted her and sold her to W R Carpenter of Sydney. She left SF on 12 August 1940 for Sydney. On Sept 2 she was off Diamond Head with her cargo shifted; after restowing at Honolulu she sailed on 11 Sept, and on the 20th was reported ashore at Canton Is., with her bottom badly holed, probable total loss. -- JL.

SURAILCO, ren ADMIRAL COLE

3285 gross tons

Became ADMIRAL COLE of the Portl-Calif SS Co. She was laid up at SF in August 1937, but went back into service in Feb 1940, having been bought by A C Stralla for \$75,000.-- JL.

1945-46. Owned by Admiral-Oriental Line, SF.

SUELCO

3285 tons gross
Scrapped in 1936.

SUNETCO, ren ADM. Y. S. WILLIAMS

3545 gross tons

Became the ADM. Y S WILLIAMS of the Portl-Calif. SS Co. In Sept 1939 she was bought by the American Trading Co. of SF, and was put back in service, having been laid up at SF since June 1938. In 1941 on a voyage from SF to the Orient, she grounded on Silenc Is. in the Philippines, and was floated and sent to Hongkong for repairs. She was captured in drydock there by the Japs in Dec. 1941. -- JL.

1945-46. Still carried in Lloyds as owned by Am. Trading Co.

SUTORPCO

3239 gross ton
Scrapped in 1936,

SUHOLCO, ren MAKUA

3545 gross tons
Sold by Subm. Boat Co. to Matson in 1923, who renamed her the MAKUA, and still owned her in 1941. -- JL.
1945-46. Still reg as owned by Matson.

SURICO, ren ADMIRAL GOVE

3545 gross tons
Became the ADMIRAL GOVE of the Portl-Calif. SS Co. She was laid up at SF in May 1937, and in 1939 was sold for \$75,000 to A C Stralla. He resold her in J n 1940 to P F Soto, Seattle for \$100,000. Under the new name RAMONA she was refitted and chartered from Pug Snd to Australia. In June 1940, she was resold to Wallem & Co., Shanghai, and went under Panamanian registry. -- JL.
1945-46. Still reg. as owned by Wallem & Co. of Panama.

SUDAWSONCO

3285 gross tons
Scrapped in 1939.

SUMANCO

3285 gross tons
Scrapped in 1939

SUSHERICO, ren MANINI

3253 gross tons
Sold to Matson Line in 1928 and renamed MANINI. She was sunk by a Jap sub on 17 Dec 1941, the crew of 31 reaching Honolulu safely. -- JL.

SURICHCO, ren ADMIRAL WILEY

3285 gross tons
Became ADMIRAL WILEY of Pacific SS Lines, in 1930. She was bought in Sept 1939 by the American Trading Co. of San Francisco. She left Port Moresby, New Guinea, for Salamoia, Manzanillo and SF on 11 June 1940, and two days later ran ashore on Kitava Is., on the East coast of New Guinea. The crew were rescued, but the vessel and most of the cargo were a total loss. -- JL.

Submarine Boat Co. ships (cont)

SULANIERCO, ren ADMIRAL SENN, ren THEPSATRI NAWA

3545 gross tons

Renamed ADMIRAL SENN by the Portl-Calif SS Co. She was laid up at SF in 1938 and two years later was sold to the Thai Government and renamed THEPSATRI NAWA.*- JL.

SUSCOLANCO, ren ADMIRAL NULTON

3545 gross tons

Became ADMIRAL NULTON of the Portl-Calif SS Co. She later passed to the Admiral-Oriental Line, who owned her in 1941.-- JL.

1945-46. Still owned by Adm-Or Line as ADM NULTON

SUREMICO, ren (orge) NISQUALLY

3545 tons gr.

Was sold in 1930 to the Pioneer Transp. Co. Seattle, who took out her engines and rebuilt her as the barge NISQUALLY, 1251 tons. She was owned in 1941 by the Harbor Transp. Co. of Seattle.--JL.

SUWORDENCO, ren ADMIRAL HALSTEAD

3545 gross tons

Transferred in 1930 to the Atlantic-Pac SS Co, and a couple of years later became the ADM. HALSTEAD of the Pacific Lightering Corp, a Dollar subsidiary. She stayed in active trading during 1939, when most of her sisters were laid up, and was owned in 1941 by the Adm.Oriental Line.

SUWARINCO

3285 gross tons

Scrapped in 1935.

SUNEWARKCO

3545 gross tons

Scrapped in 1939.

SUNUGENTCO, ren ADMIRAL LAWS, ren SURIYOTHIA NAWA

3235 gross tons

Became ADMIRAL LAWS of the Portl-Calif SS Co. In June 1940 she was sold to Thailand and renamed the SURIYOTHIA NAWA.-- JL.

(Submarine Boat Co. ships, cont'd)

SUGILLENCO, ren ADMIRAL WOOD, ren MARTIN SIVERTSEN, ren SISUNTHON NAWA
3285 gross tons

Became the ADMIRAL WOOD of the Portl-Calif SS Co. She was laid up at SF in August 1937, and two years later was sold to A C Stralla for \$75,000. Early in 1940 she was resold to P F Soto of Seattle for \$117,500, and went back into service as the MARTIN SIVERTSEN. In June 1940 she was bought by Thai owners, who renamed her the SISUNTHON NAWA.** JL.

SUJERSEYCO, ren MAKAWAO

3253 gross tons

Bought by Matson Nav Co., SF in 1928 and renamed MAKAWAO. The Matson Line put her under Honduran reg in 1940, without change of ownership. -- JL.

SUSPEARCO

3545 gross tons

Scrapped in 1939

SUCUBACO

3285 gross tons

Scrapped in 1939.

SUPHENCO

3545 gross tons

The 150th and last vessel built at Neward, NJ by the Subm Boat Co. was completed as a motorship, with a 2000 hp 6-cyl diesel of experimental design, built by the James Craig Engine and Machine Works of Jersey City. She was sold to the Dollar interests along with the rest of the Sub. Boat Co fleet in 1930, and apparently was scrapped about 1939. -- JL.